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Re: SB 992

The fast emerging drone industry has exploded in the past 2 years and with all the fears that have trailed behind the scientific growth, it's easy to see why so many legislators have drafted various kinds of draft policy in hopes to get ahead of (and define) the use of this new technology.

Michigan was not alone in crafting all kinds of draft policy that were from both sides of the isle and one thing that was sorely missed was the federal component of airspace superiority and responsibility therein.

SB 992 outlines this very well and makes sure of proper use within the commercial (and recreational) activity and makes sure that no other political subdivision can (or have authority) to preempt federal law.

Federal laws cover the privacy, personal property issues - that often get overlooked when individual states consider legislation to restrict drone activity:

City of Burbank v. Lockheed Terminal, U.S. v. Causby, 49 USC 40103(1) (a) Sovereignty and Public Right of Transit. —

- (1) The United States Government has exclusive sovereignty of airspace of the United States.
- (2) A citizen of the United States has a public right of transit through the navigable airspace.

To further that federal right, the Secretary of Transportation shall consult with the Architectural and Transportation Barriers Compliance Board established under section 502 of the Rehabilitation Act of 1973 (29 U.S.C. 792) before prescribing a regulation or issuing an order or procedure that will have a significant impact on the accessibility of commercial airports or commercial air transportation for handicapped individuals.

Which is why **Eagle Eye Drone Service supports SB 992** and request immediate passage and expedite to the Governors desk for his signature before this current session closes for the holidays,

Respectfully submitted by;

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